



PROBLEM OF AIRPORT RUNWAYS

By Major C. C. TURNER

Fears are expressed in Great Britain and the United States that even the most modern concreted airport runways for the take-off of air liners will prove unequal to the heavy loads at great speed imposed upon them.

The new aerodrome at Rynanna, near Foynes, on the River Shannon, was constructed on reclaimed bog land and the aerodrome at Collinstown, near Dublin, although possessing a better foundation, is also the subject of anxiety.

The D.H. Albatross, which will call at Collinstown on her forthcoming flight to America, has an all-on weight of about 13 tons. Another new British type of land air liner, the Ensign, weighs about 20 tons, and is heavier than any land air liner hitherto used by Imperial Airways on the Empire routes.

TWICE THE WEIGHT

One of the reasons for the adoption of a flying-boat policy was the condition of land aerodromes at certain seasons in the tropics. On numerous occasions comparatively light air liners have been bogged.

The D.C.4 new Douglas air liner weighs 30 tons loaded and this is more than twice the weight of the liners visualised by the designers of most of the airports in the United States.

Experienced air-line operators are of the opinion that air liners of a weight exceeding 25 tons, if used on air routes where tropical rainstorms are at times experienced, will call for special measures which have not yet been undertaken.



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